

# SKI

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FEBRUARY • 1953 • • • 35 CENTS



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# 4 New Features for Flexibility and Durability

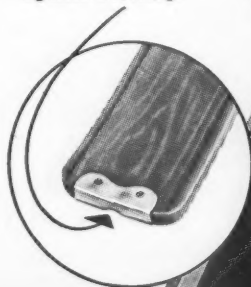
Advanced design of TOP-FLITE, AIR-FLITE and CONTINENTAL Skis assures maximum flexibility and durability under extremes of torsion and hard ski use...

**1** Shorter sections of tempered steel edges... edges extend to the heel.

**2** Exclusive patented interlocking edge construction with offset screw holes.

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WEEKS  
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Comfortable Accommodations  
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*President & Managing Director*

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Patented Constam Model 25 T-Bar gives you the choice of gasoline or electric power. Each lift is individually designed and has the ruggedness and dependability of all Roebling-built lifts. Write for full information. John A. Roebling's Sons Company, Bridge Division, Trenton 2, New Jersey.



# ROEBLING

## SKI magazine

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SKI MAGAZINE, FEBRUARY, 1953



20,000 ft. of Uphill Transportation



Plenty of Accommodations



Ski Schools • Smooth Slopes



# EASTERN SLOPE

REGION OF THE WHITE MOUNTAINS • NEW HAMPSHIRE



## LOOKING FORWARD TO SEEING YOU SOON

**THE SKIMOBILE**  
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Ski School

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Ski School

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For further details see Where-to-Stay Directory in this issue.

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SKI MAGAZINE, FEBRUARY, 1953



# COMING ATTRACTIONS

on the  
*Sun Valley*  
IDAHO

## SKI CALENDAR-1953

**FEBRUARY 22**

Sun Valley Ski Club Meet.

**MARCH 20-21**

Thirteenth Annual Downhill and Slalom Open Competition for Harriman Cup.

**MARCH 28-29**

Tenth Annual Western States American Legion Junior Championships.

### "LEARN TO SKI" WEEKS

- March 1-7      ● March 22-28
- March 8-14    ● March 29-April 4
- March 15-21   ● April 5-11

Skiing's most popular feature! Chalet accommodations, all meals, ski lessons, ski lift rides, swimming, dancing and evening entertainment—7 days and 6 nights—at the one low price of . . . . .

**\$92**

(Rail Fare Extra)

### MAKE RESERVATIONS NOW



Address Winston McCrea, Manager, Sun Valley, Idaho or Union Pacific Railroad, Room 1763, Omaha 2, Nebraska, or see your local travel agent.

. . . . .

Owned and operated by Union Pacific Railroad



Sirs:

Our Board of Directors has decided that forty subscriptions to SKI Magazine will adequately fill our present needs. Enclosed please find our check for fifty dollars.

ALEXANDER MARCACCIO, JR.

Edison Athletic Association  
Detroit, Mich.

All clubs and organizations are invited to participate in our reduced-rate club plan.

Sirs:

Under the Newsletter heading in the December 15th issue of SKI, it is stated that "The Eastern Ski Area Operators Association has retained National Ski Patrol founder C. Minot Dole to survey and recommend any alterations or improvements that may contribute to safer skiing conditions in eastern areas." Where you may have gotten this piece of news I am at a loss to understand, as it has no basis in fact. I have not been retained by the association and have no official connection with the organization.

A year ago, at the request of Phil Robertson, President of the association, I spent two days at his Cranmore area, discussing with him and Hannes Schneider the problems facing area owners from the safety angle and we found that there are many. I am thoroughly in favor of such an association and advised strongly that the Eastern effort be broadened on a national scale as the problems of one area are common to all and much constructive good for skiing would result. At Phil's request I wrote a full report on the problems involved and outlined the basic structure and setup for such an organization. That is the last that I heard of it, so I turned my effort over to Ed Taylor, Director of the NSPS for whatever use he cared to make of it.

I would appreciate your printing this letter in your next issue, just to set the record straight. Many thanks.  
"MINNIE" DOLE

New York, N.Y.

Sorry for the error, but it was reported as announced at the winter sports meeting of the New England Council at Intervale, N.H.

SKI MAGAZINE, FEBRUARY, 1953

# SKI Newsletter

BIGGEST EASTERN AREA NEWS OF THE MONTH COMES FROM STOWE, VT. where the Mt. Mansfield Company, headed by C. V. STARR, announces that the corporation will increase the facilities there extensively next summer by erecting a 6000-foot double chair lift to the summit of Spruce Peak and start the clearing of 1500 acres of land to provide real alpine-like open slope skiing. A restaurant and lounge will also be erected and one-half million dollars is being appropriated for the major development. The new lift will have a capacity of 800 skiers per hour, the fastest available anywhere, and will provide for a vertical drop of 1600 feet down from the 3320-foot summit of the mountain. This new lift will give the area a total of two chair lifts, two T-Bars and one rope tow. Length of the two chairlifts and two T-Bars will total 18,330 feet. . . .

JAN RIISNAES is a name you will be hearing much of in jumping circles this year. A Norwegian exchange student at the University of New Hampshire where he is a freshman, he has already outscored such top-flight American jumpers as ART DEVLIN, MEZZY BARBER and ART TOKLE with his flawless style. . . . Big-time international ski racing has become a pretty serious affair, but also has its humorous phases, according to Austrian HERBERT JOCHUM who coached the U.S. Women's Olympic squad at Oslo last winter and who now is a member of the ski school at Aspen, Colorado. Despite the anxiety of pre-race conditioning, Jochum had one very restless night at Norefjell just before the opening of the Games when his team members concealed a number of alarm clocks in his room with each set for a different hour through the night. . . .

SVERRE AND LOIS ENGEN have transplanted their famed deep-powder technique from Alta, Utah to Idaho's Bogus Basin, outside Boise. . . . Tennis ace HERB FLAM has been seen exchanging his tennis racket for skis at Southern California's Snow Valley area. . . . ELLI ISELIN has retired from full-time ski teaching to become Director of Sports at Aspen. . . . CINDY McCREA, daughter of Sun Valley's manager WIN McCREA is working in Los Angeles as a TV model. The first AMPUTEE SKI SCHOOL in America is in operation at the new Snow Summit area at Big Bear Lake, California under the direction of BOB ENGELEIN, ex-paratroop captain who lost a leg in Korea. SNOW SUMMIT has also been chosen for the site of the GOLDEN CUB JUNIOR DERBY March 8, a new big national junior event.

WISCONSIN'S RIB MOUNTAIN area near Wausau has become increasingly popular with mid-westerners following the major improvements made there. The area now provides a wide 3200-foot slope to the summit of the 1900-foot mountain, and two tows. . . . First lady of Aspen, MRS. WALTER PAEPCKE, became the first woman to be named a trustee of St. John's College of Annapolis, Md. recently. . . .

AN OBSERVANT VISITOR TO VERMONT'S MAD RIVER GLEN area recently noticed that the "Suggestion Box" though locked had no bottom, and that directly underneath it was a waste paper basket. Manager JACK MURPHY soon corrected matters. Mad River's greatly improved road, locally known as "Perkin's Parkway" because of the work done by innkeeper HENRY PERKINS to bring it to fruition, has been welcomed by visiting skiers. . . . The 10th Mountain Division Alumni Association meets the first Wednesday of each month at the 71st Infantry Division Armory at Park Avenue and 33rd Street in New York City. The dinner gets underway at 6:30 P.M., followed by a meeting at 8:30 P.M. Dynamic JOHN HUBER, president of the group, is also anxious to contact all former 10th men to send them the information. . . .

THE DONOVANS of Stowe Away lodge at Stowe, Vt. have purchased the Hobknob and will continue to operate both inns. . . . SLIM AND RUTH LINDSAY'S new plan at their popular Tremblant Club at Mont Tremblant is being lauded by skiers. Guests are given an option of either full American Plan with three meals or only breakfast, thereby enabling them to "dine out" at one of the many other hostelries in the area. . . . ANDY AND DAVE LAWRENCE became the proud parents of an eight pound, nine and one-half ounce son January 7 which they named CORTLANDT BRADFORD LAWRENCE. Dave says that Andy will be back on the boards this month. . . .

# Flight of the Arrow

Clean-cut as a fresh trail in new powder snow... White Stag's new "Arrow" ski jackets! Durable water-repellent Nyliron... the super-strong Nylon and Rayon blend! King size zippered pouch, hidden hood! HIS: Black/Grey, Navy/Poilu Blue, Grey/Red. S-M-L-XL. HERS: Red/White, Navy/White, Platinum/Red. All with contrasting trim. S-M-L ..... \$19.95 White Stag Gabardine ski trousers start at .. \$11.95



## Letters

Sirs:

In reference to your recent epistle stating that a certain portion of my chef d'oeuvre on "Skimanship" must be cut, I can state, categorically, that *no other publisher* has dared do this to me. What could you take out? What part less worthy than the others? What about aesthetic unity and all that? Of course, one can hack at a Michelangelo. But remember: *The world will hate!*

BUSHMAN

Chicago, Ill.

*Ah, Steig, you're so right: "People are no damn good!"*

Sirs:

Didn't I catch a glimpse of Bill Eldred in Jay's recent film? Those movies are excellent, just like your magazine.

Have you ever thought of maps (half or whole page) of the trails and layouts of the different resort areas? They would make nice reference and planning material for trips. Also reference to the trails and slopes as to length, drop, width, snow needed, etc. would make a nice serial.

EDWIN M. WOLCOTT, JR.

Rochester, New York

*Thanks for the suggestion. We are always glad to receive this kind of criticism. It helps us in evaluating our editorial policy.*

Sirs:

When looking through some previous issues of SKI I noticed that some of the later issues lack the full page action and scenery photographs which predominate in the earlier issues.

In my opinion, this is the only fault with SKI except perhaps the lack of more coverage of New Hampshire skiing.

RODNEY MOONEY

Durham, New Hampshire

Sirs:

... the only thing wrong with your magazine is that we would like it weekly instead of those scant six issues per season.

DICK LITTLE

Edmonds, Washington

*Yes ... but we like to ski, too!*

SKI MAGAZINE, FEBRUARY, 1953

# Columbia-Geneva Chair-ways cost no more than any others...

*Yet no others  
offer so much  
safety, comfort  
and economy!*

Before you plan a chair-way—either single or double, make sure of getting the most for your money by calling in a Winter Sports Specialist from the Tramway Division of Columbia-Geneva Steel. No matter from what price range you select, he has a chair-way that offers you more *at no extra cost!* Here are some of Columbia-Geneva's features that mean greater enjoyment for your passengers and more profit for you.



## Patented approach sleeves

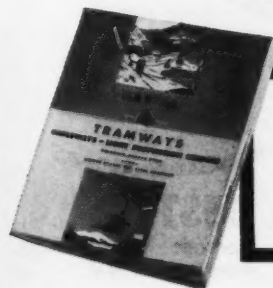
on chair hangers boost wire rope life 4 to 6 times by allowing rope to rotate freely and wear evenly on all sides. These sleeves also prevent scuffing by the rope of rubber inserts on tower rollers, and give passengers a smooth, quiet ride without jarring. Skiers always welcome "rubber cones," a feature on *all* Columbia-Geneva Chair-ways.

## Better-designed chairs,

with one short arm rest, permit unloading to the side. This does away with the need for unloading ramps and reduces the danger of a chair hitting a dismounting passenger. Front gate and foot rest, for comfort and safety, are also available. Another feature offered is an automatic safety cut-off, which operates if a passenger rides too far.

## Reinforced towers on

Columbia-Geneva Chair-ways contain more steel. This helps them stand firm against storms and snow slides... greatly reduces the possibility of a costly realigning job which can be the difference between operating profit and loss. Stronger towers also help make possible greater passenger capacity, allowing you to cash in on peak days.



**For a helpful guide on chair-ways,** we suggest that you clip and file this ad; also, that you send for the free book at left. Write on your letterhead to the Tramway Division, Columbia-Geneva Steel, 141 Battery St., San Francisco; or call GARfield 1-6788. Take the same steps when you want the services of a Winter Sports Specialist...to help you pick a chair-way site...to give you cost estimates...to advise you on an operating plan. Remember—he represents the firm that has supplied more chair-ways in the U. S. than any other... among them the 8 at Sun Valley, others at Brighton, Utah, and Aspen, Colo.

*Tramway Division*

# COLUMBIA-GENEVA STEEL

*A Division of United States Steel Corporation*



## UNITED STATES STEEL

# ASPEN

the complete  
ski community



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Hotel Jerome  
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For additional information, see  
"Where-To-Stay" listings or Aspen  
Directory in this issue.

### STORES AND SHOPS

Aspen Country Store

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Aspen Ski School—under the direc-  
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Guido's Swiss Restaurant  
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The Red Onion  
Roaring Fork Restaurant  
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Telemark Dining Room of Norway  
Lodge

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Berko-Henry Studio

# Unique Event Proposed

## By "The Father of Modern Racing"

**Co-Founder of the Arlberg-Kandahar Race and Distinguished British Skier Claims that Present-Day Downhill and Slalom Do Not Provide Complete Test of Skier's All-Around Ability**

by SIR ARNOLD LUNN

**S**KIING takes high rank in the hierarchy of sport because it provides an exacting test of mind no less than of muscle, and because it has a cultural link with all those activities which involve a patient study of Nature in one or another of her many aspects.

The first class performer is differentiated from the mere "Cresta skier" in many ways. The latter is only expert on one type of snow, the hard-packed piste, and only on runs where his familiarity with every bump and curve is similar to the man who rides the iced Cresta sled-run at St. Moritz.

As a sport, mountain skiing is infinitely superior to any form of Cresta skiing, such as downhill and slalom racing. It is superior because it involves an expert study of snow in all its changing moods, and the ability to ski fast and steadily, not merely on a piste but on all types of snow and terrain.

The first class skier must be able to prove his mastery in all aspects of "natural" skiing—that is, skiing on natural snow, and not merely his mastery of smoothly packed snow. The expert skier can run at very high speed on a rehearsed Cresta run down hard snow, or on a rehearsed run in soft snow. He can also maintain a high touring speed without falls and pick a good line through country which he is skiing for the first time, irrespective of whether the snow is powder, packed or breakable crust. And

finally, he is sufficiently a master of snowcraft to find his way about the mountains, to avoid avalanches and to plan his tour so as to get the best possible snow conditions.

Now of these six qualifications for good skiing only one, the rehearsed Cresta run on hard snow, is tested in competitive skiing. Unfortunately, it is competitive skiing which largely determines equipment and technique. No man who is primarily a ski mountaineer would be such a fool as to condemn the Telemark, because nobody denies that in heavy snow the Telemark is less effort than any other turn, and to the mountaineer the saving of effort is often vital. Similarly, no mountaineer would waste thought on any system which attempts to dispense with the Stem. Also, the tyranny of competitive skiing has imposed on the market the type of ski

which is perfect on a piste, but which buries itself in heavy snow, tip-first.

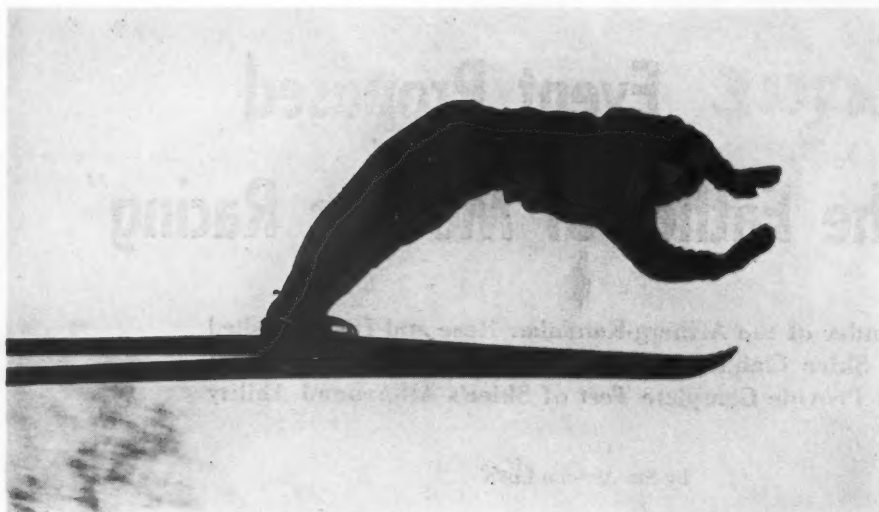
As one who has been described by the president of the FIS as "the father of modern downhill and slalom racing," I am proud of the part which I have played in developing these fine sports, but I regret the over-emphasis on what is, after all, only a small part of a great sport.

Last winter we experimented in Switzerland with a new type of competition designed to restore the balance and to give competitive importance to all those aspects of skiing which are falling into undeserved neglect. Called Arlom, it is not a race, but a competition. Competitors are given numbers and the officials consist of a starter and at least two judges. The competitors are taken for a day's run in the mountains and the procedure is as follows:

The two judges ski down to a point, say twenty-three hundred feet below the starting point. The competitors are, whenever possible, collected on a spot in which no competitor can watch those who ski before him. They are started down by the starter, one by one, and they run down to the judges and there wait. They are marked by the judges on choice of line, on control of speed and on steadiness. The whole descent which may be an aggregate of three to four thousand feet vertical drop is divided into sections, on each of which the judges observe and mark the competitors as they ski down.

(Continued on page 21)

Sir Arnold Lunn, a voluminous writer and author of many books, his most recent being "The History of Skiing," is also a popular lecturer both in this country and abroad. Lunn and Hannes Schneider, presently director of the ski school at North Conway, N. H., founded the Arlberg-Kandahar race in 1928. It was run on the Galzig at St. Anton in the Arlberg of Austria. This race, open to all skiers, is held annually in rotation at Sestrières, Italy; Murren, Switz.; Chamonix, France and this year at St. Anton, March 13-15.



Keith Wegeman gaining distance to touch down at the 400 foot marker

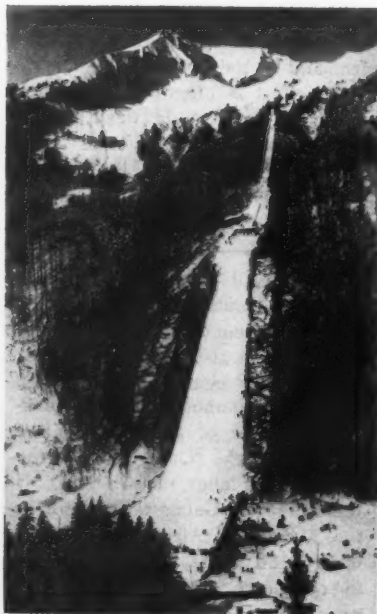
# FLYING HICKORIES

Olympic Jumping Ace Describes Ski-Flying Technique Enabling Him To Jump 414 Feet For Longest American Leap on Oberstdorf Hill

by KEITH WEGEMAN



Wegeman, Art Devlin and Billy Olsen under the take-off tower



Oberstdorf's giant jumping hill where world's record was set

How does it feel to jump 400 feet through space, attaining a top speed of 85 miles per hour? This was the question confronting Art Devlin, Billy Olsen and me as we stood for the first time at the top of the world's biggest jumping hill in Oberstdorf, Germany.

"Donnerwetter, show me the elevator," you probably muse to yourself as the realization of your first unbelieving gaze down the lengthy inrun enhances your typical skier-like unconsciousness. "Doesn't look as bad as in the pictures, though. Humph, no doubt it's duck soup," you continue, waving away the butterflies with a mouldy piece of paraffin.

From where you stand, high atop the intricate scaffolding which rises almost vertically from its immense foundations to the comparatively minute platform you now occupy, you discern a feeling hitherto dormant in all your competitive skiing experience. You can't put your finger on it, though, because you're quite busy drinking in the spine-tingling view from a vantage point bettered only by



Sepp Weiler, one of those who conceived idea of jump at Oberstdorf, demonstrates his classic style

that of the glider pilot looping noiselessly overhead. Perhaps it is because you seem completely removed from reality so close to the heavens. Or is it because the inrun appears more like the east face of the Matterhorn than the engineering feat of these uncanny Germans?

Someone timed the last man from the moment he plummeted off the top until he flashed into view way down on the outrun—roughly twelve seconds, and nearly half that time being spent literally floating on speed-induced pressure and thermals rising from the sunlit snow. What would the little men in the flying saucers fancy if they could behold this sight?

"Wie schnell?" you casually query of another madman waiting on the level below. Being a true Bavarian, he coughs out an answer in kilometers and you, with eight and one-third years of grammar school behind you to substantiate your convictions, painfully deduce that it is plenty fast.

Could it be this exaggerated acceleration that has the wheels grinding? It may be that the 80,000 spectators far below in the snow-swept valley,

Keith Wegeman, who took twelfth place honors as America's highest scoring jumper in last year's Olympic Special Jump event on the Holmenkollen hill above Oslo, Norway, is now in the Army, stationed at Fort Riley, Kansas.

scurrying and crowding around the U-shaped outrun, register on your blurred vision as a swarm of ants at a picnic. But no! It's none of these, for they give rise to the one big thing as nostalgically prominent as wood smoke on a frosty morning: that here, within grasp, is the glorious opportunity to travel on a breeze for a phenomenal 400 feet or more, aided only by those three-grooved, eight foot planks under your number thirtens. What price glory?

You recheck your bindings as the distant roar of the crowd quickens your pulse. With the ovation for the last jumper vibrating heavily on your eardrums, you mentally prepare for your first flight into space. You find yourself tensely observing the yellow balloon wind indicator to the right of the knoll as it dances playfully on the end of its mooring. Aha, it's changing. It's tugging more steadily and leaning uphill. Looks good.

"Why don't they flag me off now?" you bravely question, covering up visible excitement with an undernourished sneeze. "Gesundheit!" your German comrades roar in chorus, and before you can remove tongue from cheek, your twitching ears detect a hollow announcement floating up from the loud speaker at the judges stand. "SCHANZE FREI!"

The little man wearing the cow-orange "lederhosen" on the take-off ceremoniously waves a scarlet flag and

(Continued on page 27)



Scientific weather balloon prevents cross wind jumping risks



139 meter world's record set in '51 by Finnish Tauno Luirio



The well-equipped winter driver should always have chains, mat, shovel, light and sand bucket on hand

**Temperature Extremes, Snow, and Icy Roads Demand Specialized Equipment and Abilities For Safe Travel To and From the Ski Country**

by WOLFGANG LERT

## Ski Driving Tips

**T**HERE you are—hunched over the wheel, driving your car carefully and evenly along the icy highways to Hangman's Hill, your favorite ski resort. The road is deceptive; dry, easy sections interspersed with hardly visible ice on the shaded stretches and turns. Nothing, though, to give any trouble to an experienced old skier and winter driver.

But it's different for the guy whom you see coming up in the rear-view mirror. He's bouncing along at a clip that might be all right in summer but is definitely out of order now.

As he starts to overtake you, he really steps down on the gas; you can see it by the way his car yaws from side to side. You slowly let up on your own gas, to get the idiot by you as fast as possible. Let him give his business to the local sawbones if he wants; you'd rather save yours for the Ski Patrol.

True enough, fifteen miles down the road you see him again. Only this time he's half off the road. The skid marks show where he spun around twice, then, luckily, ended up in a soft snowbank at the side of the road where he is now madly spinning his wheels in his befuddled attempts to get out.

You slow down to a walk, trying to get in a bit of gloating as you inch by. Oops, just a moment; aren't there two lovely, albeit somewhat white and

### STOPPING DISTANCE FROM 20 MPH on GLARE ICE AT 20° F.

Conventional Tires	209 feet
Winterized Tires	188 feet
Mud-Snow Tires	201 feet
Winterized Mud-Snow Tires	190 feet
Tire Chains	77 feet

### STOPPING DISTANCE FROM 20 MPH ON HARD PACKED SNOW

Conventional Tires	62 feet
Winterized Tires	59 feet
Mud-Snow Tires	54 feet
Winterized Mud-Snow Tires	51 feet
Tire Chains	38 feet

**WINTERIZED TIRES**—essentially conventional rib-type tires containing minute particles such as salt, sawdust or other materials embedded in the tread or having fine cuts or lacerations in the tread.

**MUD-SNOW TIRES**—generally characterized by a special tread design—deep treads, studs or knobs.

**WINTERIZED MUD-SNOW TIRES**—a combination of the other two groups in which the mud-snow type has been given a winterizing treatment.

Source: National Safety Council

shaken, females in the car? Damsels in distress! Buckling on your shining armor, you rush to the rescue.

You begin by handing the guy your shovel and setting him to digging out the wheels. Meantime, you install yourself in the driver's seat, next to the beautiful girls. With this more desirable distribution of roles, with him digging and you skillfully rocking the

car back and forth, you finally manage to get it back on the pavement again.

When he isn't behind the wheel, the guy doesn't seem to be such a bad fellow after all. In fact, he's going to Hangman's Hill too—and he gratefully invites you to meet his party after skiing for dinner and drinks.

There is nothing like food and drink in good company to loosen the tongue and so, after having discussed the day's sitzmarks, you speak thusly:

"My friends, do you want to become good skiers? Then you better become

(Continued on page 31)



This hasty skier will be lucky if he retrieves his car before spring

SKI MAGAZINE, FEBRUARY, 1953

# Stowe Opens International Race Circuit

**National Giant Slalom and North Americans on Mt. Mansfield, March 6-7-8, to be Followed by National Downhill and Slalom at Aspen, March 14-15, and Sun Valley's Harriman, March 21-22**

**W**ITH America's top racers bidding for berths on the U. S. teams that will go to Europe next winter for the FIS World Championships, the downhill and slalom experts will swing into top form next month for three consecutive weekends.

The international circuit will open at Stowe, Vermont, March 6 for a three day all-out affair in which the national giant slalom, North American downhill, slalom and combined champions in both open and amateur classes for both men and women will emerge.

Since many of the best Eastern racers are college students and unable to obtain leave from college to race in the West, the Stowe events take on even greater importance from the point of view of the competition expected, and it is a safe bet that this Stowe classic may even exceed in enthusiasm the outstanding national and international championships held there last Spring when an estimated 10,000 spectators turned out to see the ranking American and European Olympic stars in action.

On the following weekend, March 14-15, Aspen, Colorado will be host to the National downhill and slalom championships for both men and women, and the week after the spotlight moves to Sun Valley, Idaho for the staging of the classic Harriman Cup Races, March 21-22, long considered one of America's foremost racing events and which annually attracts the leading contenders, both amateur and open class, of the United States, Canada and often Europe.

Work was actually started last summer at Stowe in preparation for its national championship when it was decided to extend the National trail that had been opened last winter. This trail was planned and designed to provide

a first class racing strip in keeping with the increased speed and technical abilities of top racers today.

The trail is now one mile in length and drops 1750 feet. Its one hundred to three hundred-foot width provides unlimited opportunity for setting sla-

*(Continued on page 35)*



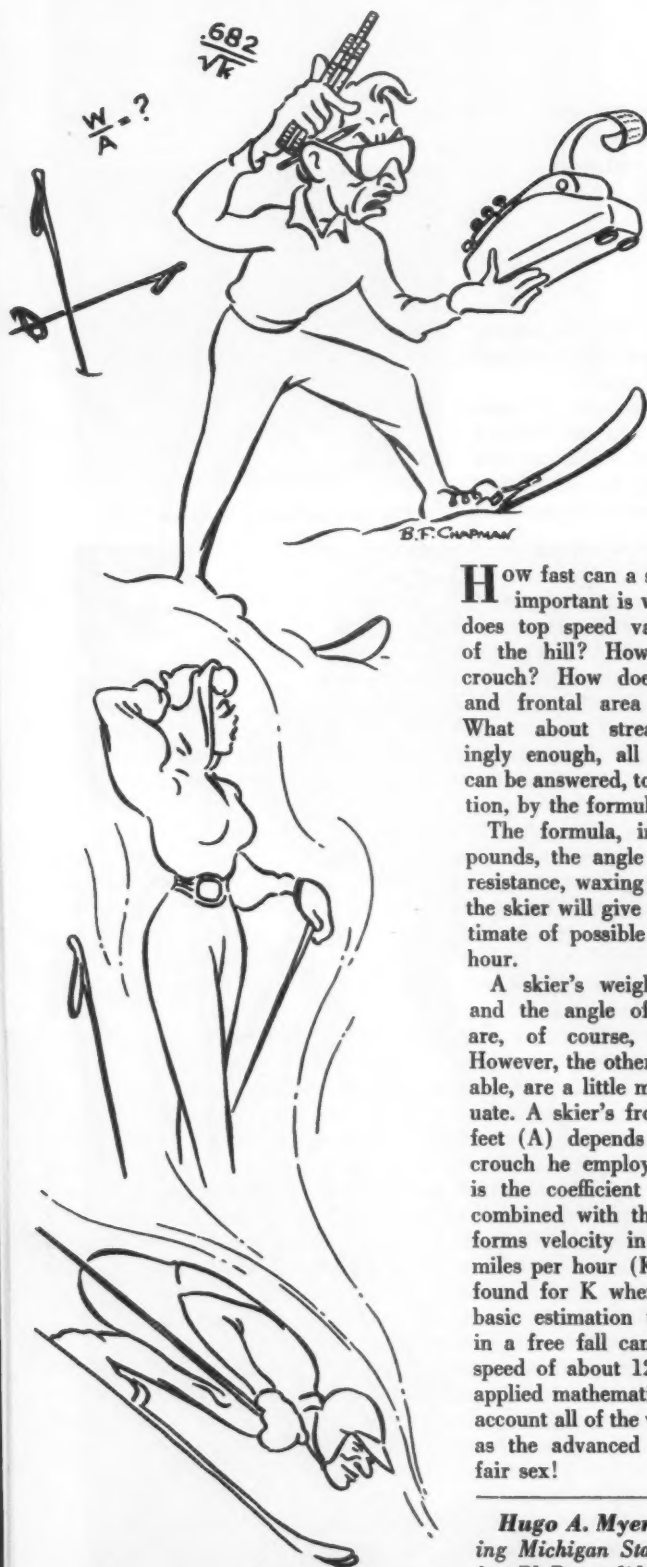
**The new mile-long National Trail**



**Pepi Gabl, one of Sepp's instructors, cuts through fresh powder in practice**

**SKI MAGAZINE, FEBRUARY, 1953**

# What's Your Top Speed?



$$V = K \sqrt{\frac{W}{A} (\sin \theta - f \cos \theta)}$$

**Student Engineer Makes Schuss With Slide Rule in Hand and Ends Up in Streamlined Crouch**

by HUGO MYERS

**H**OW fast can a skier ski? Just how important is waxing? How much does top speed vary with the slope of the hill? How important is the crouch? How does a skier's weight and frontal area effect his speed? What about streamlining? Surprisingly enough, all of these questions can be answered, to a good approximation, by the formula above.

The formula, involving weight in pounds, the angle of the slope, wind resistance, waxing and frontal area of the skier will give a fairly accurate estimate of possible speed in miles per hour.

A skier's weight in pounds (W) and the angle of the slope (theta) are, of course, easily determined. However, the other factors, being variable, are a little more difficult to evaluate. A skier's frontal area in square feet (A) depends on how much of a crouch he employs. Another variable is the coefficient of wind resistance combined with the factor that transforms velocity in feet per second to miles per hour (K). A value of 15 is found for K when working from the basic estimation that a human body in a free fall can attain a maximum speed of about 120 m.p.h. Of course, applied mathematics can not take into account all of the variable factors, such as the advanced streamlining of the fair sex!

*Hugo A. Myers is presently attending Michigan State College where he is a Ph.D. candidate in Applied Mathematics and President of the Ski Club.*

The coefficient of friction (f) between the skis and the snow depends mostly on the wax and the snow conditions. Friction can be measured by having someone pull the skier at a low speed (so that the wind resistance is negligible) with a spring scale between him and the rope. The coefficient of friction would then be the ratio of the scale reading to his weight. Combining the factor of weight with the coefficient of friction in the formula is the heart of the problem. When this combined factor is positive in value the result will be a fast schuss; when it is negative the skier will slide to a stop. The more positive this factor is, the faster the schuss and vice versa. So the reason that a skier comes to a screeching halt when he executes a triple-flying-somersault-eggbeater - nozzensprung - with - half - gainer is that the coefficient of friction for his nozzzen is very large, and the above variable factor is very negative.

Thus the answer to the questions about the effect of slope and waxing is that maximum speed varies with the combined factors of weight and coefficient of friction. There is nothing much one can do about a given slope, but it is interesting to consider the effect of the waxing coefficient. Of course, the better the waxing job is, the lower the friction and when this is combined with the weight, the value of the combined factor becomes positive (a schuss).

In terms of the formula consider  
(Continued on page 37)



Don and his brother Leon in their Missoula, Montana factory stamp out parts for their three release bindings

## Racer's Spill Results In Safety Binding

**Ranking Speedster Don Goodman Combines Skiing and Engineering Knowledge; Finds Himself in Business**

by EDMUND CHRISTOPHERSON

**D**ON A. GOODMAN is a husky, bushy-haired, relaxed, thirty-four year old schuss artist who would be close to the top of anyone's list of ski "greats." When he talks about business, above the clanking of the die press that turns out parts for the three safety-bindings he has designed and manufactures, he takes on the look of a deliberate James Cagney.

On his desk, and around the walls of the fairgrounds exhibit building he uses as a factory in Missoula, Montana, are pictures and more pictures of skiers, ski places, and skiing he has known in his score of years connected with the sport. There are big name boardmen, like Aspen's Fred Iselin and Friedl Pfeifer, Olympic skier Madie Springer-Miller, Sun Valley's Sig Engel, Wendell Cram and newscaster Lowell Thomas, whose use of Goodman bindings gives Don a sat-

isfied feeling that he's in business.

Last Spring, confident after the first year's harrowing production in the manufacturing wilderness of Missoula, where one often has to send 700 miles for simple items like cardboard boxes or bolts, Goodman mailed his orders for next season's parts, and took off—literally. He flew his own plane on a man-killing sales tour of the entire skiing United States.

When he returned in August with a salesbook fat with signed orders, he noticed that none of the metal stamping parts had been delivered. As production deadlines closed in, he wired and phoned the Denver shop which had contracted to produce the parts, but with no response. He finally flew his plane to Denver, where he discovered that the manufacturer had died,

(Continued on page 39)



Grinning for the camera, Don does a Christie using his safety bindings



Sgt. Pekka Niemi in action on the Salla front

**Wanted! Pekka Niemi, Former World Ski Champion,  
By Russian Army for Havoc Wreaked on Red Troops  
During Finno-Russian Conflict of World War II**

by FRANK ELKINS

Ski Editor, New York Times

# Mission Accomplished!

**F**ROM Pallastunturi near the roof of the world, 161 miles north of the Arctic Circle, brief dispatches last July seventh described how a torch was lighted by rays from Lapland's midnight sun and sped by relays of Finnish runners toward Helsinki's Olympic Stadium for the inauguration of the 1952 Winter Olympic Games. It was fused en route with the Olympic torch arriving from Greece.

When the torch burst into flames by the Midnight Sun, it was handed to a former world ski champion, a former king on the Holmenkollen jumping hill and holder of many cross-country titles, the inimitable Pekka Niemi. His name in 1939 and 1940 had been on the lips of virtually every peace-loving person in the world when breath-taking accounts of his spectacular ski-raiding parties across the Russian border were brought to light.

Yet no mention of those defiant dashes of Niemi's were mentioned in the Olympic press dispatches. They merely said he was the first to be handed the torch in Finland. Reams of copy, however, described the praise heaped upon his countryman, Paavo Nurmi, the great distance runner, who bore the torch on its final leg into the spacious stadium where it was to burn for sixteen days of the Olympics.

Niemi was both a great skier and a great patriot, a man upon whose head

the Russians had placed a huge price—which he never paid.

Those who had seen the Finnish guerillas in action marvelled at their endurance and nerve. Their heroic performances commanded the interest of the entire world and focussed attention on the importance of skis as a military weapon.

Schussing out of nowhere down on bivouacs of snowbound, bewildered Reds, these patrols on their birch footwings wreaked swift destruction. A few grenades, tossed perhaps by an Olympic javelin or hammer thrower, to crack up tanks; a burst of machine gun and rifle fire from a snowy hillock, or the shattering of a Russian field piece, followed by a swift flight in a cloud of snow before any effective resistance could be organized—these had been the hit-and-run actions of the ski patrols.

One of the Moscow papers complained that these actions were "bandit tactics." The rules of Olympic competition were put aside and the regulations of the ski battalions that wrested freedom for Finland from the Bolsheviks in 1919 were substituted.

The dramatic account of the little band of Finns who blew up a section of the Murmansk Railway tracks, interrupting vital communications of the Red Army on the Karelian front, is one of the most gripping epics emanating from the first Finno-Russian conflict.

The following account of a twelve-day, 220-mile raid is in the words of forty-year-old, sub-lieutenant Pekka Niemi:

"We had been ordered to go in the direction of the Kola Peninsula with our whole equipment packed on two reindeer sledges. After three days and nights we were just preparing our camp when our black and white Lap dog showed signs that she knew strangers were not far away.

"Strange persons in this wilderness could not mean friends. So we put ourselves in readiness. We sent out a patrol. It had not gone very far before the men signaled that the Russians were near. I gave my men orders to be on the alert, then went out on skis to find what was the matter. One man of our patrol showed me from cover about thirty Reds gathered around a fire to our right. They were busy cutting branches from fir trees to cover the ground where they intended to sleep.

"We thought we would let them start to rest, then see that their rest was not peaceful. We could permit none of those Russians to go back to report. I went back to my men, told them what I had seen and explained to them what to do. We were in a silence, in a snowy wilderness, broken only by the almost inaudible swish of our skis as we approached the  
(Continued on page 20)

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Mt. Royal Motel Frisco, Colo.	\$2.00-\$3.50 European plan

## Mission Accomplished!

(Continued from page 18)

enemy's camp.

"The Russians were lying on the ground around the fire. I was so near I could hear the water boiling in a kettle. One of my men touched my hand and pointed to our left. There was a sentry standing twenty feet from us, watching over the safety of the 'unconquerable' Red Army.

"His cap was pulled over his ears against the intense cold. He held his rifle in his hands, slowly moving it back and forth. He was alert and watching. By some sixth sense, he seemed almost to suspect something. At this moment I heard in the tense, cold silence one of my men pull the safety pin from his hand grenade. This was the signal. My men knew what I wanted.

"I fired. The Russian sentry fell. Hand grenades exploded around the fire. Screams rose from the wounded Russians. We finished our work. Early next morning we continued our journey through the wilderness to the Russian side of the border. When we at last had approached our destination, we made careful inquiry. I reminded my men of the importance of our work and asked the Almighty to give us power to carry it out.

"The object we were ordered to attack was heavily guarded. But profiting by snow and darkness, we succeeded in avoiding guards and did our work. We heard several heavy explosions. We knew we had succeeded in blasting the Murmansk Railroad. A Russian troop train bound northward was stopped. Another train, which left to assist the first one, did not reach its destination either.

"We crossed the border filled with joy at having carried out our assignment. We had made a trip of 220 miles in twelve days on skis. We all returned healthy and looked forward to another job."

Few details of the exploits of Finland's commanders of snow-time cavalry had passed the censors during the war. But the name of Pekka Niemi, former FIS cross-country champion and Holmenkollen winner, was on the lips of every Finn.

This was the courageous man, forgotten by the press of the world and only briefly mentioned as the carrier of the torch lighted by the Midnight Sun.

## Unique Racing Event

(Continued from page 11)

The Arlom was an immense success. It attracted not only first class racers, but also the type of skier who feels that racing is for the young and who welcomes an opportunity to prove that although he may not be as fast as the crack racers down a piste, he is a better all-around skier on natural, as opposed to artificial, snow.

We have not yet evolved a standardized method of marking but that will come. Of course the Arlom is open to the objection that judging is necessarily subjective and therefore open to the suspicion of being biased. Exactly the same objection applies to ski jumping and figure skating and many other competitive sports in which results may be influenced by bias.

The risk of an occasional fuss because some judge is accused of favoring his own club-mate or fellow countryman is a small price to pay for a type of competition which does what downhill and slalom so signally fail to do—test the finer qualities of skiing, the power to pick a good line and indeed, everything which really distinguishes the mountain skier from the Cresta skier.

Another admirable test of natural skiing is a race like the Inferno at Murren. This is held from the summit of the Schilthorn, ninety-eight hundred feet above sea level, to Lauterbrunnen which has an elevation of twenty-five hundred feet. There is no ski lift up the Schilthorn and racers must climb the ascent. The snow down which they race is therefore "natural" snow. There are no flags on the course, thereby producing an admirable test of mountain skiing.

There is one other point about the Arlom and the Inferno: they are inexpensive to stage. Organizers can easily spend five hundred dollars on preparing a downhill-slalom combination for a world championship, but the Arlom does not cost a penny to organize. The competitors ski on the snow as shaped by wind and frost and sun, and not by a squad of workmen under the orders of the chief of course.

In the mountain ski combination of the future we shall need mountain downhill races of the Inferno type which correspond to the FIS downhill, and the Arlom as the mountain substitute for the slalom.

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Skiers swing down through light, fluffy powder on the Dell Valley Run in Banff National Park, Alberta, Canada

# Scene on Snow



Bud Phillips, director of the ski school at Mad River Glen, Waitsfield, Vermont, chats with Cliff Taylor, one of his instructors, in front of the "Basebox" warming shelter while St. Bernard mascot takes a dim view



Camp Drum at Snow Ridge, N.Y.: left to rt., Lt. Col. Marttinen former Finnish officer; Maj. Gen. Hobbs; Sir Hubert Wilkins, arctic explorer; Lt. Gen. Crittenger; Capt. Alakulppi, former cross-country world champion



Instead of being mystified by the presence of flying saucers, this family group at the Chantecler Lodge at Ste. Adèle en-haut in the Laurentians north of Montreal puts them to a more practical use for fun



Hans Nogler, former Austrian Olympic and '50 FIS racer now a member of the Aspen Colo. Ski School, does a 360° turn



Barney Berlenbach, a former paint chemist and skier who conceived the Ski-Free binding, inspects a pile of castings. He started the business as a sideline, but owing to public demand Barney has had to give up his chemistry and now devotes all his time to producing the release binding



Ski immortal Hannes Schneider with socialite Mrs. Harvey D. Gibson, left, and her daughter Mrs. Whitney Bourne at North Conway, New Ham

Jerry Hiatt, former western racer now in medical school, cuts through fresh powder at Arapahoe Basin, Colorado



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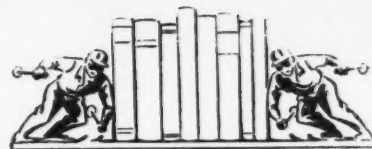
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AS YOU LIKE IT

*Miller's Idlewild Inn*  
WINTER PARK, COLORADO



## BOOKSHELF

1953 AMERICAN SKI ANNUAL and SKIING JOURNAL. Official publication of the National Ski Association of America. Four issues. \$2.00 per year. Send orders to: Roger Langley, Editor, Box B, Barre, Massachusetts.

In editing the new Annual, Roger Langley, Executive Secretary of the NSA, has done his usual fine job in gathering reports on the important ski activities of the past year. The 256 page book covers American skiers from Chile to the Caucasus.

The articles include one by Bill Tibbits, outstanding young Dartmouth skier, who takes readers by freighter to Chile where he and teammate Ralph Miller cleaned up in last summer's races.

The observations of another Dartmouth man, Charles B. McLane, class of '41, provide some interesting side-lights on the Russian people in his account of a ski trip to the Caucasus while serving as attaché to the American Embassy at Moscow.

Among the many other articles in the book, Manager John M. Herbert of the '52 Olympic team gives an account of the team's sojourn through Europe last year; a forecast of the FIS World Championships in Sweden in 1954 is offered by Sigge Bergman. Secretary-General of the Swedish Ski Association; the proposed standardization of a national teaching system is outlined for perusal by certified instructors.

Of interest to all skiers in this country is an article by David Judson who comes up with some startling and valuable reasons why Americans have been left far behind in the participation and enjoyment of cross-country skiing. Unlike many critics, Mr. Judson provides some very good answers to the situation.

The annual comprehensive reports from the various divisions of the NSA put forth matters that are of value to all skiers and include results of all sanctioned races in the respective divisions last year.

The overall impression of this issue is that it is, pictorially, a much improved publication and it has done an excellent job of covering the year's activities. This is a book every skier will want for his library.

SKI MAGAZINE, FEBRUARY, 1953

## Flying Hickories

(Continued from page 13)

nimbly jumps aside leaving you to your pleasure.

Breathing heavily now, you shuffle your skis several times, as is the habit of most jumpers, and pause for a long moment. Then, with a snarl for the cameras, you fling yourself over the brink.

Down, down you plummet gathering fantastic momentum. That snarl—it's gone. Your eyes water profusely as you knew they would on the first jump, but this is of minor concern as you contemplate the take-off looming ever dominant and closer ahead. Your palate beats furiously at your heart crowding into your mouth, but of no avail, for at this point you are frozen with anticipation of that key movement in a good leap, the take-off. "How can I judge it at this speed?" is your helpless cry.

But you had just as well wonder which end is the middle, for you've already begun to move automatically without evident prompting from the cerebellum. With arms drawn back in counter motion to the upward-outward lunge, your trained reflexes carry you through a smooth driving lift that sees you at the edge of the take-off in a good stretch and going away . . . aaahhh . . . far, far away to another world of infinitely more peaceful dimensions, a fantasia of the senses. The tension is gone. It never existed.

You soar loftily and dreamily, buoyantly upheld by imaginary wings—wings of pressure that smoothly and powerfully reduce your air speed, allowing you to float seemingly motionless far out above the whitened knoll below, arching over gradually like a giant rainbow pointing the way to the pot o' gold. But no such earthly treasure for you as you strive for a little more float, a little more stretch. All too soon it has to end so you bid your wings adieu and drop into a telemark landing with the weight too far back. But why get technical? This is great fun.

Zooming through the transition and over the outrun you are greeted with a resounding roar that reverberates between the mountain peaks. "Cat's pajamas, a Bavarian snow slide!" you murmur, coming to an open christie stop. But scanning the scenery for current alterations you only see and hear 80,000 sets of tonsils proclaiming your first jump on the granddaddy of

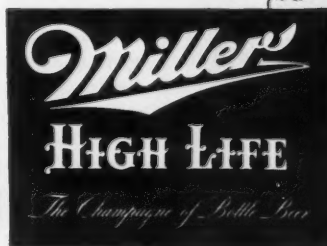
(Continued on next page)

## A GOOD WAY TO END THE DAY



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Speed isn't the half of it! There'll be wings on your feet to be sure, but the lively, sensitive response of Flexible Flyer Splitkein Skis underfoot gives rise to a rare exhilaration! Flexible Flyer Splitkein Skis are lively and flexible, but not soft, and their exclusive laminated process provides greater strength with less weight. Perfectly matched in weight, grain and camber. Micarta soles available for extra speed and durability. Also steel or durable edges.

Ask for them at your favorite Ski Shop or Sporting Goods Dealer.



22 laminations in the Flexible Flyer cross-section. Every single corresponding piece of wood in a pair of skis is taken from the same wood billet. Thus a perfect match results.



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421 Glenwood Avenue  
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Makers of world famous Flexible Flyer  
Sleds and Flexy Racers

## Flying Hickories

(Continued from page 27)

them all.

Not quite 400 feet but, after all, this is only the beginning. You like these friendly German people and they like you, an American skier. Smiling at the world you kick off your skis into the waiting hands of the jabbering ski caddies who will eagerly return them to the top of the hill for your second jump. You autograph innumerable programs, then begin the long hike to the top, glancing fondly at the 400 foot marker.

By proxy, dear reader, you have just completed your first thrilling jump on the world famous ski flying hill nestled deep in the Bavarian Alps, close to picturesque Oberstdorf, Germany.

After the smoke cleared from war-torn Europe and the world seemed destined once again to effect peaceful living through cooperation, a young German architect and ski jumping enthusiast, Heini Klopfer, aided by Sepp Weiler and Toni Brucher (Germany's leading jumpers) formulated a plan to instigate interest and subsequently finance their long silent dream, a giant ski jump. Even prior to the war these three Oberstdorf lads had created the idea of this hill, but it was then that the Nazi war machine began smoldering under its power until its flame belched forth, consuming human individuality, perspective, liberty and life, thus arresting countless creative plans such as this.

But now the Oberstdorf trio, as the boys have affectionately been dubbed, having returned to their beloved Alps, were setting responsive Oberstdorf afire with their fascinating scheme of ski flying. Before long they realized whole-hearted support from the sport-minded citizens of their village and also procured some aid with machinery and labor from the U. S. Army in that area.

The winter of 1950 brought realistic proportions to Heini Klopfer's blueprints. The hill stood finished, triumphantly matching its grandeur with the surrounding Alpine beauty.

Since that year the International Ski-Flying Week has become a well established event in the world of sports and is eagerly anticipated by skiers and spectators alike.

Not anyone who would choose to do so, however, can jump at Oberstdorf. Each man must first prove himself capable by displaying his

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that are a MUST for racers and a pleasure for ANY skier. Millions of these goggles were used by the Army Air Corps & Tank Corps. NOW offered with greatly improved ventilation in the moulded rubber frame to eliminate fogging while skiing. One-piece interchangeable, optical quality plastic lens provides clear view with no nose separation to block vision.

Goggles complete \$3.95

Extra amber, green or clear lenses—50¢ each. Also ventilated, optical quality all plastic goggles for \$1.95 and \$1.25. Available at leading sports shops.

If not stocked by your dealer, order direct, specify lens color, and we'll ship postpaid. Dealer inquiries invited.  
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OR WRITE for complete information: Squaw Valley-Lake Tahoe Winter Association, Dept. A, Box 16, Tahoe City, Calif.

On the skiing side of the ledger, you'll enjoy the giant double chair lifts, the jumping hill, and one of the nation's outstanding Ski Schools. Plus, of course, the deep, dry snow for which Squaw is famous.

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merits to a committee of judges on a smaller yet similar 230 foot hill. A day prior to the main tournament is set aside for this. Perhaps the thoroughness of the Germans, rather than the dangerous appearance of the giant hill, prompts this action because the danger factor actually is nonexistent beyond that of any other of the lesser ski jumps.

To begin with, the jump is dimensionally perfect and maintains matchless conformity of ratio and contour throughout. It is expertly groomed in preparation for the annual event, the only occasion it is used.

Scientific devices are employed for the purpose of determining the actions of the atmosphere. Unsafe conditions, though rare, can be immediately detected and validate a delay if necessary for safety's sake. For instance, cross winds or intermittent gusts could be perilous to a jumper because of the extreme velocity he attains. Unnoticeable from any position on the hill, however, these dangers are exposed by means of a meteorometer, smoke drifts and/or meteorological balloons. No wonder it's safe.

Because the days of jumping are strenuously trying, everything possible is done in giving the utmost consideration to the jumpers. Upon our arrival (the American contingent was composed of Art Devlin, Billy Olsen and myself) we were sent hiking to the competitors' lodge, adequately removed from the lures of night life in the village. This assured abundant rest for all. Between rounds of jumping there were constantly available energy tablets, hot tea, sugar, oranges and "Wurst und Brotchen" (wieners and buns).

In addition to these accommodations, and not seen elsewhere, were the ski caddies who relieved each man of his skis for the extended trek to the top. This distance can be judged by the fact that within the allotted jumping time from noon to four or four-thirty, each man was able to make only four jumps. No one was allowed more.

Aerodynamics is a term generally connected with the field of aviation, but aviation must relinquish its exclusive option on the word, for ski jumpers have long been relying on its principles and theory, if not name. Aerodynamics has to do with the flight-inducing shape of an object travelling in the atmosphere. So it is with a jumper. Through a feeling that comes from long experience, a jumper fly-

(Continued on next page)

# Ski Mates



## ... The Authentic Twosome

Parka of weatherproof Byrd Cloth . . . The immaculately tailored trouser of waterproof 100% wool gabardine.

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Norse House . . . New York

Pete Lane . . . Sun Valley

Bill Klein . . . Sugar Bowl

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And other fine shops

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BY  
**MARJORIE BENEDIKTER**  
DIVISION OF



NORTH SHORE OF DULUTH, MINN.



The SKI-PAR-EL, a machine for practicing skiing at home, will help the beginning skier to coordinate muscular actions and to discover lateral balance.

The SKI-PAR-EL will assist average skiers in learning to synchronize swing with forward lean; and to follow skis laterally while turning.

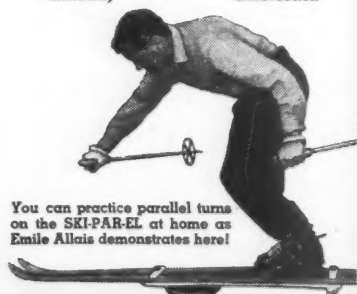
At home the most realistic way for advanced skiers to develop a more powerful swing, and practice Ruade and slalom turns, is to use the SKI-PAR-EL!

The SKI-PAR-EL alone will not make expert skiers, but provides ski-instructors a means of demonstrating ski movements realistically; and students a means of practicing at home between ski lessons. The SKI-PAR-EL enables all skiers to keep in condition between seasons; and to improve their technique during ski season.

See the SKI-PAR-EL demonstrated at your favorite ski store; or better yet, get a SKI-PAR-EL and try it in the privacy of your home . . . new adventure in skiing will await you . . . new thrills will be your reward for practicing in advance!

If ski store cannot supply you; order direct from factory. SKI-PAR-EL, complete with illustrated instructions: \$9.75

SKI-PAR-EL MFG. CO.,  
Reseda, California



## Flying Hickories

(Continued from page 29)

ing through space can regulate to a degree his lifting and floating power by changing the forward bend in his body or the angle of his skis or both. Of course, style and ability limit a jumper to the fruits of his particular talents.

Have you ever extended your hand from the window of a moving car? If the hand is tilted slightly upward, the wind causes it to rise. If the hand is tilted slightly downward, it will be forced down. The wind has the same effect on the skis and body of a jumper in flight. The desired ski angle for maximum float and resulting distance is with the tips slightly above the horizontal level of the tails, permitting them to climb through the air as the wing of an airplane. The angle and bend of the body should be comparable to the position you would assume if you were to walk in a 90 mile gale. Depending on the speed of the jump, there are different degrees of this position. At Oberstdorf the speed is so great (about 85 miles per hour) that a jumper almost lies on his skis to counteract the astounding pressure.

A study was made several years ago at Oberstdorf concerning aerodynamics in ski flying. Photos were taken of many of the jumpers and then studied in light of their distance records. Conclusively enough it was found that those jumpers had the greater distances who held a position with ski tips just above parallel to the curve of the hill and with bodies curved forward enough to obtain the full lifting effect of the pressure under the chest and abdomen. Those who lacked the proper amount of lean had no climbing ability, just as a kite would not rise if towed in a vertical position.

Heretofore the ski-flying event has been based on distance alone, forsaking judgment of style in the belief that one must necessarily have good style to attain good distance. The German FIS representative, A. Henkel, recently announced that next February's meet shall see an injection of style points in conjunction with distance points, as is the approved order of jumping competitions.

Ski-flying at Oberstdorf was not only a great subjective experience to all of us who were allowed to make the trip last winter, but also a most valuable lesson in competing against

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## Ski Driving Tips

(Continued from page 14)



Gyro Skid-Control

good winter drivers first, or you won't live long enough to become good skiers.

"To make winter driving safer and more enjoyable, you need two things: the right equipment and the right driving technique.

"The right equipment includes, first of all, your car and its condition. Everyone knows that cold weather demands lighter oil and winter lubrication, but don't forget to mention your winter driving plans to your garage, particularly if you come up from a warm climate.

"Anti-freeze, generally the permanent type, is another obvious need, unless you enjoy crawling under the car and draining your radiator at the most inopportune moments. Famous last

(Continued on page 32)

## Flying Hickories

(Continued from page 30)

some of the great jumpers on the greatest hill in the world. Nor was this the only lesson of our European trip. We learned just as much competing on the smaller, but sometimes more difficult, Norwegian hills, against the world's greatest stylists. And also we learned that, if given a chance, our jumpers could better themselves by such international training just as much as our downhill and slalom specialists, bringing home their new learning to benefit all American jumping.

It is to be hoped, therefore, that when plans are again being made to send promising American skiers overseas for constructive training and international exchange of experiences and techniques, our jumpers will be given their fair share of the financial and moral support which they need and deserve.

SKI MAGAZINE, FEBRUARY, 1953

Now, you  
can ski  
all summer . . .

and  
still use



# PARIS SKIS

Yes, water-skiing is great fun . . . and it's nice to know that Paris dependability and craftsmanship is available when you buy water-skis . . . in many instances, at the same ski shop or sporting goods store which provides you with winter ski accessories . . . if not on sale there write us, and we will be pleased to send you the name of a dealer near you.



PARIS MANUFACTURING CO., SO. PARIS, MAINE

## Relax! Take it Easy!

Let *Rope Clutch*, the revolutionary tow gripper, do the dirty work for you. No grabbing at wet, slithery ropes with your hands—merely engage your *Rope Clutch* and let its smooth roller action take you off to a gentle start.

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Send me at once . . . . . *Rope Clutches*

Complete with belt: \$3.95

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for \$ . . . . .

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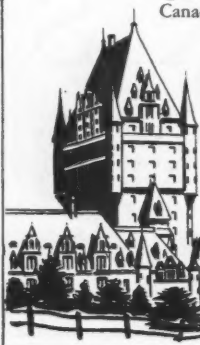
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**Fun-time activities** at Château Frontenac ...skating, tobogganing, sleigh riding... warm-up sessions in the friendly Ski Hawk Club.

Coming? There's room for congenial company. Make reservations now: Write the Manager, Château Frontenac, Québec, Canada or any Canadian Pacific office.



## Château Frontenac



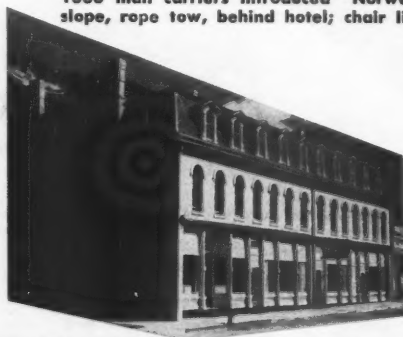
A Canadian Pacific Hotel  
in Friendly  
Old Québec

Be the first to explore

## New Ski Country

Forgotten for four decades, the San Juan stirs again, Colorado's fabulous southwest where "the miles stand on end" in magnificent mountains that top Switzerland. Come to 9,300-foot Silverton, picturesque mining camp that never gave up, and step back into the exciting atmosphere of yesterday.

Discover a new sking wonderland: deep powder snow on tremendous, sweeping slopes where few have traveled since the 1880 mail carriers introduced "Norwegian snowshoes." Practice slope, rope tow, behind hotel; chair lift next season.



Earl Vance,  
Manager

### Your Headquarters in the San Juan

The 70-year-old Grand Imperial, its Old West charm preserved, now luxuriously modernized to the grandeur of the days of the Silver Kings. Superb food, original Old Prospector Bar, splendid rooms with baths—but only 40, so write early for reservations.

**THE GRAND IMPERIAL HOTEL  
SILVERTON, COLORADO**

## Ski Driving Tips

(Continued from page 31)

words spoken over cracked cylinder blocks: 'I thought it wasn't gonna freeze!'

"The thermostat in your motor should fit the prevailing conditions, especially if you want the best performance out of your heating and defrosting system. Some people, bent on instantaneous heating, prefer a heater like the 'South Wind' which is independent of the motor cooling system.

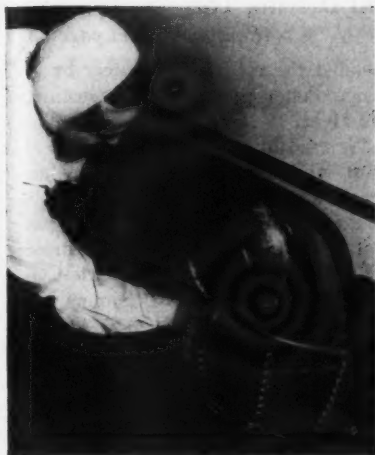
"The electrical system of your car is especially critical in winter driving. Make sure that your spark plugs and distributor points, your coil and your timing are in the best possible order. Low temperatures reduce the output of any battery; offset this by keeping your battery well charged.

"With these precautions, you shouldn't have much trouble starting your car in cold weather. Of course, you can make it still easier for yourself by never letting the motor get too cold. While parked out at some ski area you can, for instance, hang a small portable kerosene heater under your hood; such a heater is made by the Wallin Foster Associates, 2135 S. Delaware Street, Denver, Colorado.

"A more complete set-up is the 'Redi-Warm' automatic engine tender, made by the Cray-Lincoln Company of North Walpole, New Hampshire. This device starts your motor whenever its temperature drops below a certain point, keeps it running till it has warmed up sufficiently, and then shuts off automatically.

"Another type of engine heater designed to warm the motor block and keep the engine oil fluid, thereby facilitating starting, is the headbolt heater made by General Electric and others. A Calrod heating unit is inserted in the engine and an electrical lead is extended to some convenient spot on the exterior of the car, such as the front radiator grille. Then by attaching another lead from this to an electric outlet in your garage it is possible to warm your motor in a few minutes on a frosty morning. The only disadvantage of this type of heater is that when parked in an outdoor parking area at a ski resort it is rather difficult to obtain the necessary electric outlet, although some lodges are making this possible for their guests.

"Despite all precautions, our modern cars with automatic chokes occasionally are very hard to start. In emergencies, it sometimes helps to



**Rolon Chains**

take off the aircleaner and hold the choke open or shut by hand.

"The most discussed winter driving equipment is winter tires and tire chains. In snow tires, we should distinguish between winter treads (cleats, lugs) and the so-called 'winter caps' obtained by adding foreign substances, such as sawdust, wood chips, rock salt, etc. to the rubber. As the tire is used, these little particles of foreign matter drop out, leaving a surface of hundreds of little holes which help the tire to grip better..

"Winter tires with big lugs or cleats are very useful for the driver who has to deal a lot with rough, sometimes unplowed roads; if these treads are additionally impregnated with wood chips or other ice-gripping substances, so much the better.

"For the average skier, however, whose driving will mostly be done on good highways and whose worst danger is ice rather than snow, an impregnated winter-cap tire with regular road tread will usually be preferable and will, in fact, tend to be less slippery on ice than the lug tire.

"Snow on the road is actually less of a danger and more of a pleasure to drive in than ice because it offers much better traction for tire chains. Chains are of many makes and types; those with reinforcing bars on the links of the cross-chains cost more and last longer. It's also a good idea to carry a box of so-called 'Monkey Links' for the quick repair, without tools, of broken cross-chains.

"The worst thing about chains is putting them on. Wire hooks which clamp to the tire and help to pull the chains over the top of the wheel can be a great help, particularly if your car has low fender skirts. Helpful, too, are a pair of old gloves and some

kind of mat or tarp on which you can lie while closing the chain fastener on the inside of the wheel.

"However, you can dispense with the lying down in the mud and snow, with the tarp, and with the chain hooks if you own a set of the new Rolon chains, for these chains have entirely eliminated the fastener on the inside of the wheel. Rolons are already available in garages and ski stores in some parts of the country; otherwise, you'll have to get them direct from the Ski-Cal Company, 2000 Hillhurst Ave., Los Angeles 27, California.

"You should also have a warning light or flares to set out at a distance behind your car; to put on chains on a dark icy road at night is dangerous, especially since snowbanks often make it impossible to pull over to the side of the road.

"Another vital piece of equipment is a shovel. Handy to carry is one of the army trench shovels with folding blade. It is available at local surplus stores, or by writing Palley Supply Co., 2263 East Vernon Avenue, Dept. S, Los Angeles 58, California.

"We come now to point two: good driving technique. Good driving technique for winter conditions can be summed up in one cardinal rule: keep your traction! You keep it by driving smoothly, evenly, without any sudden changes. No fast braking, no fast accelerating, no fast or jerky turns.

"Winter driving is like slalom racing. You must think at least one turn ahead of where you are. Don't rush up to an icy curve, then try to slow down by braking. Slow down before, then steer around the curve smoothly, with power on your rear wheels. Don't drive up too close to other cars; they are always driven by imbeciles who don't understand winter driving and who not only get stuck themselves but stop you, too.

"When overtaking someone, give yourself plenty of room and time. If your car has overdrive, shut it off. Use your higher gears wherever possible, but if you have to shift down, do it while you still have good speed. Brake by a series of gentle pushes on the brake pedal rather than one mighty heave that locks your wheels and converts your automobile into a bobsled.

"The best way to control a skid is not to let it get started. If you should slide anyway, don't step on the brakes. All the rule books say that you should steer in the direction of the slide; in practice, you'll rarely be able to re-

(Continued on page 34)



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100% Waterproof. Designed to be worn with or without shoes. Lined throughout, including tongue, with soft fleece sheepskin. Water repellent leather uppers with waterproof rubber lowers. Heavy non-skid tread on soles. Full zipper closure. Height approx. 12".



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**149**

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LOS ANGELES 58, CALIF.

### Ski Driving Tips

(Continued from page 33)

member the rules but will steer by instinct. Better pray that your instincts are right!

"It used to be that you could do almost nothing about skids. But recently a new device has come on the market which is supposed to help control skids even after they get started. Officially called the 'Gyro Skid-Control,' and nicknamed the 'gooney bar' by the automotive trade, it is a metal tube containing a heavy, roller-bearing-mounted weight and compression springs. The whole thing is easily attached to the rear cross-member of the car's frame. If your car starts to skid, the inertia of the weight will set up an opposing force that tends to counteract the skid. If you can't find this gyro bar locally, write for information to Gyro Skid-Control Company, Inc., 9238 W. Olympic Blvd., Beverly Hills, California.

"Getting stuck in the snow may be more annoying, but is certainly less dangerous, than skidding. Should you get stuck, don't spin your wheels and dig yourself in deeper. Try to use as high a gear as possible, give gas sparingly, and rock the car back and forth till you get out.

"Having thus returned to the start of our acquaintance, permit me to end these remarks. Any questions?"

Outside, sleet is falling; the road is glassy black ice. Dangerous, very dangerous.

"Shouldn't we stay here tonight?" you suggest. For you have just remembered one more rule of winter driving: When things get too bad—stay put—especially if you are in good ski company, and somebody else is paying for the drinks!

### COVER PHOTO

E. H. Newton took this colorful photograph of the Skimobile at North Conway, N. H. with a 4x5 Pacemaker Speed Graphic equipped with a 127 mm f 4.7 Ektar lens. Exposure was 1/50 second at f 9 on Ektachrome with Skylight filter.

### PHOTO CREDITS

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13—Hans Truol  
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## Stowe Opens Race Circuit

(Continued from page 15)



Pepi Gabl, left, and Sepp Rusehp look over the slalom courses to be used

lom courses that will be a real test for the best of racers, since the trail has several thirty-five degree drops in it.

The full course is planned for the men's giant slalom with a shortened course dropping 1350 feet in three-quarters of a mile scheduled for the women's giant slalom. It is interesting to note that these courses are just slightly longer and sharper than those used in the Olympics last winter at Norefjell in Norway so there is no question as to their being a true test of the world's best.

U.S. Olympic and Dartmouth Coach Walter Prager will set the courses for the giant slalom with Sepp Rusehp as Chief of course.

The North American men's downhill will be held on the full length of the Nose Dive trail March 7, providing 2525 vertical feet of drop in a length of one and three-quarter miles. The women's course will be somewhat shorter with both men's and women's slaloms scheduled for the lower section of the new National trail the following day, Sunday, March 8.

### Sticky Klister—

Try some, mister.

Heat it;

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—Clark H. Lyman

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## Are European Skis Better?

"No!" Says Manufacturer  
Of Plasti-Glass Ski

by DANFORTH HOLLEY  
President, Holley Ski Co.

I would like Americans to know that the best in skis is here, right under their noses. In the past few years there has been an influx of European skis in the U.S. Perhaps the reason for this is the American desire to obtain the best, and the Europeans have advertised to a great extent the hand craftsmanship of their product, plus the famous European and American races that have been won on their skis. As an American manufacturer of skis, I take exception to these two statements:

First of all, when a ski is hand-crafted it means just that and, therefore, very few precision tools and fixtures are used. Whereas in this country, when we tool up for so-called mass production, we use machine tools and fixtures that create extremely close tolerances and every part is an exact duplicate.

Secondly, it is true that European racers have won many races in their own country, and in ours, on their prize skis. However, most racers use a very stiff, heavy ski so that it will track extremely well on the piste.

Now, the average American recreational skier, using a pair of these European racing skis has a difficult time maneuvering them, as they are too heavy for him to turn with agility. Also, being quite stiff they make the skier take the shock of bumps instead of the ski absorbing most of the shock, as do our lighter and more flexible skis.

Another advertised feature of the European skis is the many laminations, which are mostly of different types of wood, and therefore have different coefficients of expansion and contraction, which eventually cause the ski to warp and the laminations to come apart. This fault is not true of American laminated skis, as they are composed of laminations of all hickory and the like laminations respond to moisture to an identical degree.

Then, too, it would appear that we have a few skis of quite advanced engineering design that cannot be touched by European skis. One is the Head Ski made in Baltimore, Maryland, made of aluminum and plastic.

(Continued on page 38)

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## What's Your Top Speed?

(Continued from page 16)

the effect of two types of wax jobs under the same snow conditions; and under two very different conditions (a gentle slope and a steep slope).

By varying the coefficient of friction (the wax job) and keeping all other factors constant it is found that, on a steep slope of 30 degrees even the best possible wax job, which may cut the coefficient of friction by as much as twenty per cent, will only increase the top speed by about one and one-half per cent. This may make all the difference in the world to the downhill racer and probably is the reason why he spends so much time on secret wax jobs to cut the tenths of seconds off his run. But, to the average skier, the difference between an average wax job and the best possible wax job becomes negligible on a steep slope.

However, the difference between wax jobs on a gentle slope is another story. Here the langlaufer and the recreational skier should take note. The difference between the wax jobs on a slope of six degrees results in the better job more than doubling the skier's top speed.

Thus, careful attention to waxing is extremely important for flat or gentle slopes, not as important for steeper slopes. Why? The reason is simply that the important factor at high speeds is wind resistance. This brings us to the frontal area factor.

How important is a crouch at high speed? The frontal area varies with the amount of the crouch. In the case of the average racer (weight 165 pounds) on the thirty degree slope with an average wax job, the degree of crouch and resultant low wind resistance makes quite a difference. On a downhill run, with all factors constant except the frontal area (five square feet) the skier's top speed will be about fifty-five miles per hour on a straight schuss. However, in a deep racing crouch (frontal area three square feet) top speed in a schuss will go up to seventy-one miles per hour.

Obviously, crouching is most important for top speed performance on steep slopes. This settles the argument about pre-jumping. By pre-jumping the racer keeps his crouch, but in ordinary jumping he has to straighten up to keep his balance, and he loses speed.

Lastly, the formula shows that if a racer could increase his weight without increasing his frontal area, he

(Continued on next page)

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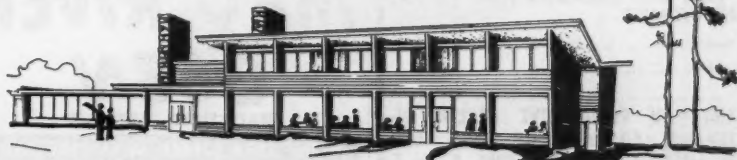
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GLEN**

WAITSFIELD, VERMONT

IN THE "SNOW CORNER" OF NEW ENGLAND

## What's Your Top Speed?

(Continued from page 37)

would increase his top speed. Conceivably then, he could put his chin on his skis, fill his pants full of lead and break all downhill records. Practically though, he would have to be a superman to keep from breaking his neck in the bargain. He'd lose his balance from the awkward position, and his extra lead momentum would help him clear an entirely new trail through the trees.

For those who are interested in mathematics, the derivation of the formula is as follows: When a skier reaches top speed (the effect of wind resistance will keep him from going faster and faster), the force of gravity pulling him downhill is counterbalanced by the wind resistance and friction force. Thus, at top speed— $\text{gravity force} = \text{friction force} + \text{wind resistance}$ .

For skiers who find even this amount of mathematics uncomfortable, don't worry. Slide rules will never replace ski poles.

## Are European Skis Better?

(Continued from page 36)

The exterior sides of the aluminum are plastic coated and steel edges are brazed on to the aluminum. The ski has been found to be popular in Sun Valley and Aspen, as it is very light and flexible, which makes it easy to use over the bumpy western terrain and in deep powder snow.

Also, there is my own, the Holley Plasti-Glass ski made in Detroit, which is a solid hickory ski with the camber made permanent by gluing the bottom and only lamination in a curved position; it has a sole composed of glass fibers impregnated by a plastic. The result is a sole that has four times more impact strength than steel and runs very fast in all snow conditions.

This tough plasti-glass dovetails into what is called a moulded edge—an edge that is cemented into a slot in the side of the ski at an angle, which makes it bite very well and by the absence of screws eliminates maintenance. It has a half inch wide groove down the bottom which makes it track very well, yet it is light and flexible and a world of fun to ski on.

Say skiers, have you heard the fable Of the poor ski bunny called Mabel? She took a bad spill

As she schussed a steep hill And strangled herself with a cable.

—by Joan Murie

## Spill Results in Binding

(Continued from page 17)

and his business suspended. Metal parts are produced on tight schedules, and in desperation Goodman ordered a forty-three ton stamping press to make them himself.

Getting the press from Indiana was comparatively easy. The next hurdle was steel. The aftermath of the steel strike meant sheet stock was scarce, and telegrams to the steel makers brought the same reply, "Sorry, no can supply." Finally, after days of scrounging, he found some much-needed sixteen gauge .062 cold-rolled stock in Wallace, Idaho, and was back in production.

Owing to a continual avalanche of headaches, last season, Don barely noticed that for the first time since the race was inaugurated, he missed competing in Sun Valley's Harriman Cup competition.

McCall, Idaho, is good snow country, and as a youngster there, Don got an early start on the boards. His father did some skiing, but he especially remembers his grandfather, who trekked cross-country on long, concave-bottomed slats he made himself to carry the U.S. mail over the fifty-five mile trail from McCall to the isolated backwoods mining camp of Warren, Idaho. During the snow season, grandpa Goodman made two of these treks a week until he was finally replaced (believe it or not) by snowshoe-equipped horses dragging a sled!

The mountains around McCall are ten miles from town, so the local winter sport was to build up mounds of snow to supplement the nearby hillocks, and to ski off these improvised jumps. Jumping itself got a big impetus from two local heroes, Jess Polson and Louie Delps. Polson was one-time national champion, and when they weren't eking out their winter-time existence by shoveling snow from roofs, these men built and used a respectable sized ski jump. It wasn't scientific, and by today's standards it would undoubtedly be considered dangerous. But Don and the other youngsters didn't know this, and with slight encouragement from Polson and Delps they tried to copy the 170- to 200-foot soaring flights the jump masters demonstrated.

Don was nine years old when he initially clouded his amateur status by winning a five dollar merchandise prize in a local jumping competition. When he wasn't trying jumps, he

(Continued on page 46)

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The new site to ski at Grossinger's is a terrific sight to see! Skiing enthusiasts "Ooh" and "Aah" when they look over the new development, which has been aptly titled "Grossinger Ski Valley" by Gene Blasen, one of our skating instructors . . . Harry Grossinger hasn't left a stone unturned in his effort to make things great for skiers. First and foremost, he called in "Mr. Skiing," himself, Hannes Schneider, considered by many winter sports experts as the world's greatest skiing authority. Hannes inspected the Grossinger topography; and then, making the best possible use of the terrain, designed the sportiest layout that he with his wealth of skiing knowledge could. There are two main 1500-foot slopes, one straight and the other curved. They merge in a huge landing area, where a new two-story ski chalet, a beautiful octagonal building, is being rushed to completion. Of course, there's a ski tow. Hannes "Mr. Skiing" Schneider has had a great deal to say about the new slopes, but this statement of his seems to sum up his opinion: "Most of your guests will be more than pleased with the development!" . . . Well, there you have a few of the details and highlights, but we hope you'll come up and SKI FOR YOURSELF!

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40

## New Products



Le Trappeur has a line of fine boots ranging in price from \$22.50 to \$48.00. Their new model S-116 retails at the latter price and is made on the double-boot principle with inner and outer lacings, as well as back-of-the-ankle lacing adjustment. Their boots are available through better dealers everywhere. Le Trappeur Inc. also imports Dynamic skis. For a complete catalogue write the company at their new location, 438 Stuart St., Boston, Mass.



Garmisch Boot

The Garmisch boot, named after the site of the 1936 Winter Olympics, is the first German ski boot to be imported in quantity into this country since the war. The Garmisch has a complete inner boot that is foam rubber padded in a manner which holds the heel down firmly in a comfortable way. The leather of the outer boot overlaps under the lacing for a good fit regardless of a high or low instep. A double-stitched hand welt extending completely around the boot, and a steel shank reinforced sole insure durability. The boot is available either through retail shops, or by writing Sport-Obermeyer, Aspen, Colorado. It sells for \$44.95.

The Ski-Bob is the newest way to ski without skis; a dandy approach for the armchair enthusiast who would just as soon never strap those unwieldy hickories to his feet. This gadget most resembles a bicycle, but with a steel-edged ski where each wheel would normally be. For \$59.50 you can increase your winter thrills with the Ski-Bob, manufactured by Ski-Scape, 203 W. 58th St., New York 19, N.Y.

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Better  
Under the  
Sun"



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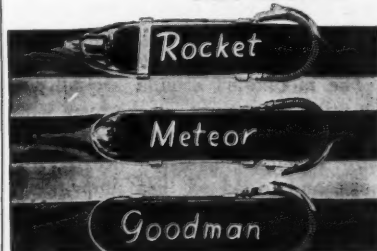
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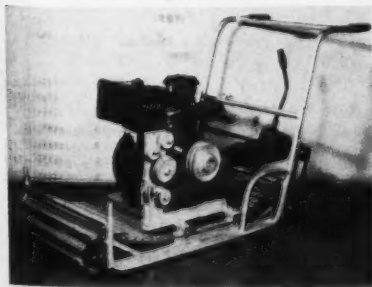
For Ski Information Write:  
DEPT. G, WAUSAU CHAMBER OF COMMERCE

SKI MAGAZINE, FEBRUARY, 1953

Plymold Co., the manufacturers of Glazite plastic ski base, has now solved the problem of what to do about the tops of the skis. They have placed on the market a brand new product, Glazite Ski Finish, which is a water proof, clear plastic, applied easily with a brush or spray. It dries quickly, becoming hard and tough, yet retaining its flexibility. This new top coat for skis is available through retail sport stores and ski shops everywhere. For further information, write to the Plymold Co., 2707 Tulare Ave., Burbank, Calif.

The manufacturers of the Rope Clutch have this year brought out a new item, similar in design, but constructed for carrying not skiers, but toboggans up rope tows. This gadget makes it possible to attach a loaded toboggan to a moving tow rope with a minimum of jerkiness. The weight of the toboggan is transferred directly to the rope, requiring a small amount of holding force on the part of the patrolman. This item is available for \$6.00 from Rope Clutch, Inc., 2805 S. Fairfax, Los Angeles 16, Calif.

The one cylinder  $3\frac{1}{4}$  horse power Cat Track is small enough to fit in the trunk of a car! For loading it will climb an inclined board into the trunk, and is merely slid out of the trunk and down the board for unloading. It will go on its caterpillar track under its own power anywhere you guide it. As the engine acts as a brake, the machine will stay in control, and not rush madly off down the hill. For operation the tow is placed at the top of the hill (with a maximum of 500 feet of rope) with the rope secured to a single-sheave pulley attached to a tree or post at the bottom of the hill. It will carry three to six skiers at a time, depending on the steepness of the slope. This year an improved power take-off eliminates slippage and prolongs the life of the rope. For further information, write to The Cat Track Ski Tow, 860 Marshfield Ave., Ferndale 20, Michigan.



Cat Track Ski Tow

SKI MAGAZINE, FEBRUARY, 1953



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1 tsp. simple syrup, 1 tsp. freshly-squeezed lime juice, 1 jigger genuine Jamaica Rum, 1 dash bitters, plenty of cracked ice, shake well and serve.

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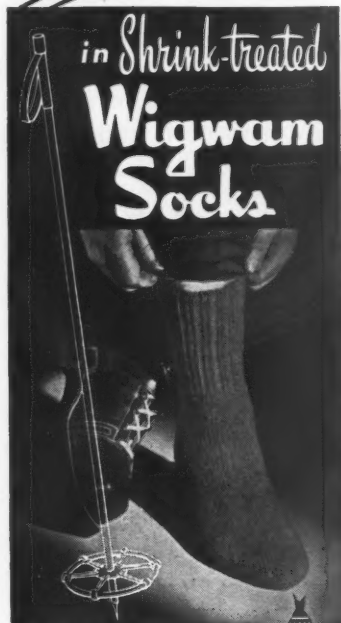
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SKI MAGAZINE, FEBRUARY, 1953

# RINGER Swivel CHAIR LIFT QUIZ



Skiers Unloading

Q: What ski areas are using Ringer Swivel Chairs this season?

A: Mt. Baldy, California; Chewelah, Washington; Holiday Hill, California; Terry Peak, South Dakota.

Q: How do the Ringer Swivel Chairs work?

A: Loading is conventional, but in unloading skiers don't duck or run away from chairs; they just stand up and the chairs swivel around them. Once past, the chairs return automatically to loading position.

Q: Can existing chairlifts be converted to Ringer Swivel Chairs?

A: It depends upon individual circumstances but in most cases the conversion can be done quickly and easily.

Q: How can one find out more about Ringer Swivel Chairs?

A: Contact:

**Karl Ringer**  
924 East Mooney Drive  
Monterey Park, Calif.  
Phone: ATlantic 1-3936

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(Continued on next page)



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Free use of 4,000-ft. T-Bar for weekly guests. Slopes & trails for beginners and experts. Ski school, bar, Folder, Box 1002, St. Donat, P.Q.

## STE. ADELE-EN-HAUT, P.Q.

## STE. ADELE LODGE

See adv. on Laurentian pages.

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## ALPINE INN

See adv. on Laurentian pages.

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Ski school, T-Bar, rope tows, Swiss atmosphere. Rates \$8 to \$12 with meals.

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10 min. fr. Mt. Tremblant T-Bar ski lift. Home of famous Snow Eagle Ski School. Slopes for experts or beginners. Rates \$7-10.50. A.P. Write folder S.

## WHERE TO STAY

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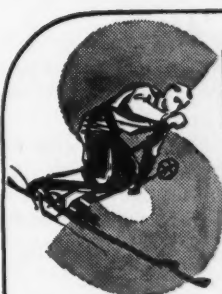
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## IN CHILE

## PORTILLO

Superior slopes, excellent accommodations, facilities. Just returned from marvelous spring skiing, now planning small skiing party to accompany me next summer. Write J. Bolling, Haley Corp. Travel Service, 11 E. 44th, N.Y.-1111 Russ Building, San Francisco.

SKI MAGAZINE, FEBRUARY, 1953

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OF THE LAURENTIANS!

MORE ROOM TO SKI... MORE SNOW TO SKI ON! On the largest lake, at the highest elevation, second greatest vertical lift rise in the Laurentians—no wonder Jasper is the choice of topnotcher or tyro. Cheerful rooms, cozy lounges, matchless Parisian cuisine and nightly dances in the cocktail lounge complete the picture of perfection.

\$9.00-\$11.50 (with bath) A.P. in lodge, or chalets with electric "Dial Your Heat". Highway 11 from Montreal, or our taxi from airport. Express bus to our door. Write, wire today for rates, travel data and ski map folder!

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75 feet from Lodge  
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## Complete

## SKI WEEK-END

Friday night through Sunday

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## HOTEL BROOKS

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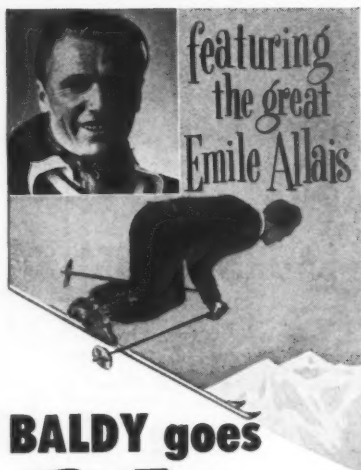
College Senior, long time Skier.

He prefers



SKI TOGS

Look for the Old Man of the Mountain on the Tag  
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THRU WINTER AND SPRING

From Hwy 66 take Baldy Road just east of Claremont



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= better skiing...

**HENKE Boots**  
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**THE Henke SKI BOOT**  
242 Fourth Ave. • New York 3

## Spill Results In Binding

(Continued from page 39)

joined the local skiers in ski-joring behind cars, and made overnight ski trips to the mountains for downhill runs.

With this background Don was ripe when Sun Valley opened, just 284 miles away. The first year Don and his younger brother Leon went down as guests of the management. They began skiing in earnest, and the next year came back to take the course Harriman had set up to produce American ski instructors. For the next several years, both Don and Leon worked in Sun Valley's Sports Department, kept in training, and represented the Valley in ski competition.

Before the war intervened, Don managed to sandwich in some between-season engineering training at the University of Idaho, and continued the flight training he had begun at McCall.

Don's khaki career began in March '41 at Fort Knox's Armored Forces Training School. As soon as he was eligible, he transferred to the 3rd Division Infantry, which was the only outfit that boasted any skiing—and this was limited to an eighteen man ski patrol!

Goodman had scarcely drawn his skis with this outfit when the Army, finally hep to the need for ski troops, made it the cadre around which ski soldiery was expanded. Starting from scratch, the eighteen man team had to develop equipment, techniques, instruction, etc., for the group that became the 10th Mountain Division.

Goodman was with the assault troops of the 87th Mountain Regiment that made the initial landings on Kiska. A few months later he was shifted to Italy where he saw action in the bloody Mt. Belvedere and Brenner Pass campaigns. "Trouble with the ski troops," he remembers, "is that we didn't get much skiing. Often skis made too much noise, so they sent out our patrols in the snow on foot." So, often with crack German Alpine troops just beyond the shadow of a ridge, Goodman and his buddies would ski recreationally between patrols.

When the War in Europe ended, Don skied the Austrian and Italian Alps. At Gross Glockner, where several important skiers gathered for some friendly competition, he took first in the slalom and combined events. While his brother Leon stayed

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At your favorite ski shop or prepaid from MILLER Ski Co.

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**World's original  
"Heel Release"  
safety binding.**

Only binding which releases on a "Straight Overhead" fall.

More proven angles of release than all other safety bindings combined together.

Perfect for beginners because it gives better balance, control and confidence at all times.

Preferred by experts (Only safety-type binding used by an Olympic skier) because ultimate minimum movement between body and ski with perfect "Touch Control" so important to advanced skiing.

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**The  
Skiing-est Skiers  
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VERMONT**

Follow the leader in sound policy in planning your skiing. Vermont—the Winter Wonderland, has 50 well developed, diversified areas offering 350 miles of well-groomed trails, 3,000 acres of gentle slopes. Giant chair lifts, T-bars, J-bars and tows take you up the easy way.

... and to improve your technique, there are some of the Nation's top-Right Ski Schools. **FULL-COLOR BOOKLET—FREE**—a thrilling preview. Write for your copy.

Vermont Development Commission  
Montpelier 20, Vermont

**Vermont**  
SNOW CORNER OF NEW ENGLAND

in Europe as supervisor of the Army's ski schools in the rest centers, Don came back to the States and got into competition. His 1946 form was tops, and brought him first honors in the Southern Rocky Mountain Championships at Aspen, and at the Inter-mountain Championships at Ogden. At Franconia, N.H., he took fourth in the National Downhill.

Don was still going strong in competition in the spring of '47. Between races at the Sugar Bowl at Norden, California, he slushed down a wet slope at a meagre twenty miles per hour, caught his tips, and snapped his right leg just above the ankle.

Even as he splinted the break himself during the cold, painful toboggan ride down to the railroad, and the caboose trip to Truckee, where his brother met him and drove him to the hospital in Reno, Goodman never thought of giving up skiing.

His own injury after ten years of expert skiing convinced him that no one is too good for safety, and still swathed in plaster, he started sketching ideas he had been mulling over for safety bindings. That summer, in the garage his father operated in McCall, he started building models.

By winter he was ready, and both he and Leon, who instructs advanced classes at Sun Valley, tried out several of these bindings. The following spring Don turned the results over to his patent attorney. After a few years of further development, he finally set up his own factory in Missoula.

The resulting "Rockets," "Meteors" and "Goodmans" are beginning to show up wherever there is skiing. Along with other safety bindings, which today comprise a large share of all bindings sold, they are helping to make the royal sport of skiing a much safer one.

*There was a ski jumper called Tor  
Through the air like a bird he  
would soar*

*Till one day when aloft  
His left ski fell off  
And boy, is his landing gear sore!*

—by Joan Murie



## Gadabout Goggles

**FULL VISION! NON-FOGGING!  
SHATTER-PROOF!  
OVER GLASSES! SMART!  
ECONOMICAL!**

These are the advantages Gadabout Goggles give you. This all-plastic, bubble-like goggle is not only most attractive, but gives you full upper-face protection plus 100% vision and utmost comfort.

With attractive plastic frame—\$2.00 postpaid. Also Bubble-Goggle (without frame) \$1.25... Specify Amber, Green or Clear.

At Your Dealer or Direct.

PAULSON  
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FALLBROOK, CAL.



## Ski.. HIGH POND MOUNTAIN

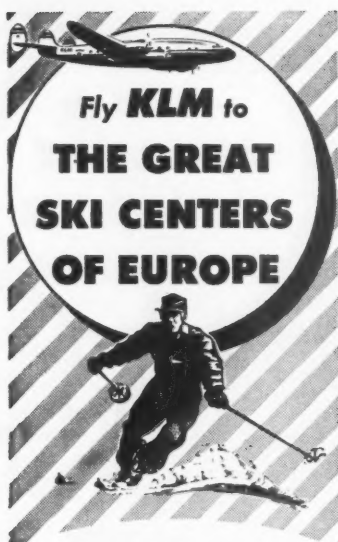
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**CAREFREE  
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- Alpine lift.
- 1000' rope tow, 600' rope tow.
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- Main lodge, Tyrolean cabin, ski restaurant, skating rink in delightful Alpine atmosphere.

Write for complete information.



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\* Price includes KLM Air Tourist flight across the Atlantic and return, European train travel, hotels, three meals a day, lifts... everything! Trips must be completed before March 31, 1953.

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Amalia Lauritano Tour ..... Feb. 28  
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Please send full information on your Winter Tours to Europe.

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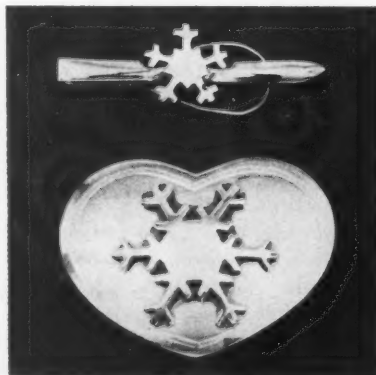
My Travel Agent is \_\_\_\_\_

## Feminine Flair Ousts Ski Caps



Mont-Blanc Sonja Ski Bonnet

The Sonja ski bonnet from Mont-Blanc, 1401 S.W. Harbor Dr., Portland 1, Oregon, of hand-knit soft French wool frames the face in patterned black, green or red... Rex, the famous Los Angeles hat designer, has a complete line of jersey hoods this year, called "Sun Valley." They drape into a cowl effect, making a stole as well. Some come decorated—with rhinestones!... From Aspen's Country Store comes an attractive and colorful hand-knit head band. Designed in red and navy, or green and grey, both on white, this new version of ear muffs, tying under the chin, sells for only \$3.95... For men, the Country Store features an imported wool challis vest in colorful Paisley design with bright gold buttons. It comes in either red or green, sizes 38 to 44, for \$23.50... Attractive jewelry from Norse House, 57 W. 46th St., N.Y., is unusually styled around a snowflake motif. The men's tie clip retails for \$6.00, and the ladies' heart-shaped belt buckle, for \$10.80. Both prices include federal tax.



Norse House Snowflake Jewelry

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**SKI-PLANE SLED**

Exciting! Fast! Light! Safe! Maneuverable!

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**3 GREAT PORTABLE TOWS**

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SKI GOGGLES**

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Maximum vision, safe rubber frame, complete with three interchangeable lenses—clear, amber, and green. Send check or money order, no C. O. D. please.

**DARTMOUTH CO-OPERATIVE SOCIETY**  
HANOVER, N. H.

SKI MAGAZINE, FEBRUARY, 1953

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**WE DO TOO!**



**WHEN** Spring brings corn snow and sunny days,  
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Take advantage of 5 and 7 day rates  
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... too, you'll enjoy the sporty atmos-  
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in the PUBLIC LOUNGES and  
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the finest accommodations—right up  
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